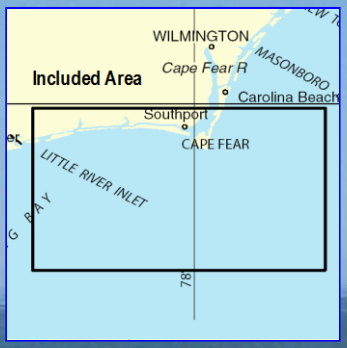
BookletChart™

Approaches to Cape Fear River

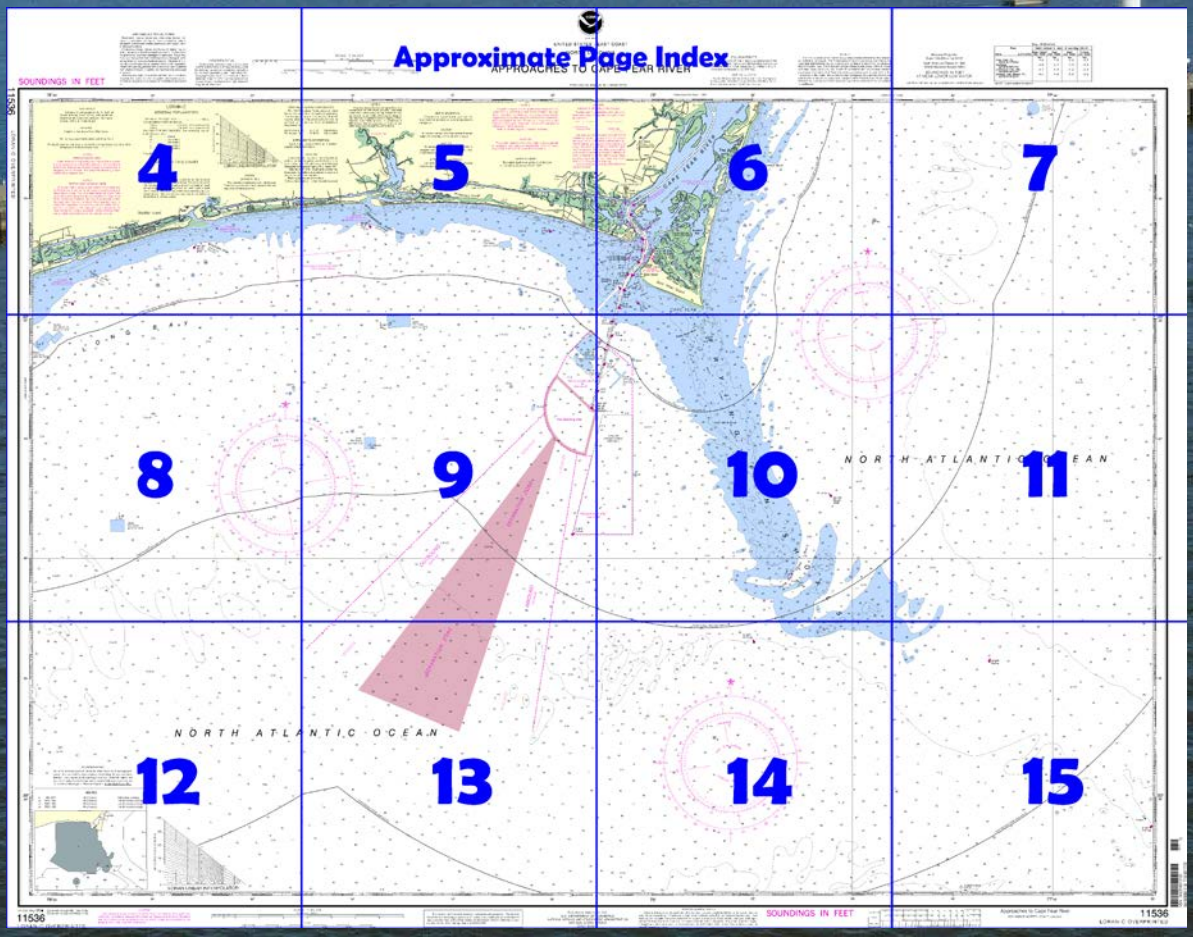
NOAA Chart 11536

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

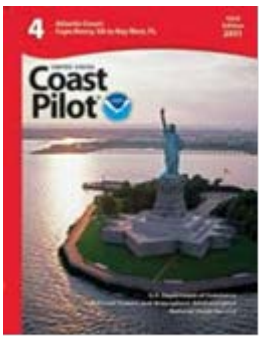
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11536.

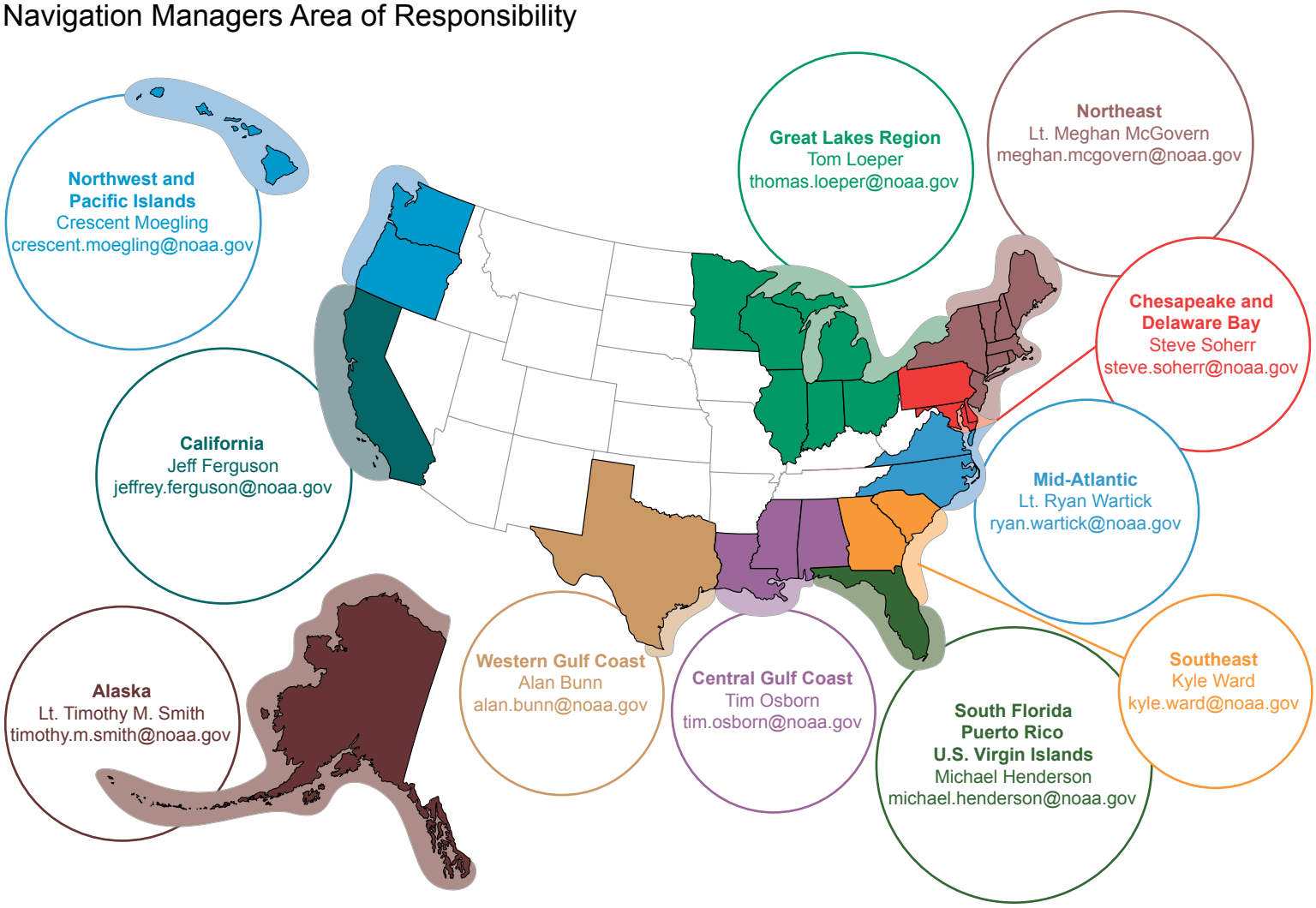


(Selected Excerpts from Coast Pilot)
Cape Fear is a low, sharp, sandy point 85 miles southwestward of Cape Lookout at the southern extremity of **Smith Island**. This island, on the eastern side of the entrance of Cape Fear River, is mostly low and marshy, but on the western side has a thick growth of trees and a 99-foot-high octagonal tower of an abandoned light. A marina near the abandoned light has berths with electricity, gasoline, diesel fuel, a pump-out station, and marine supplies. In 2006, an approach and alongside depth of 7.5 feet was reported.
Frying Pan Shoals, extending south-southeastward from Cape Fear, are bare in spots near the shore and have general depths of 2 to 12 feet in an unbroken line to a point 10 miles from the cape; for 6 miles farther the shoals are broken with depths ranging from 10 to 20 feet. A natural channel, known as **Frying Pan Shoals Slue**, cuts through the shoals about 11.5 miles southward of Cape Fear. The slue is marked at the northeastern approach by a lighted whistle buoy, about midway of its length by two buoys, and at its southwestern approach by a lighted buoy. A depth of about 20 feet can be carried through the channel with the aid of the chart. The channel is used by fishing boats and other small craft.
Lockwoods Folly Inlet is entered over a shifting bar 11 miles westward of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at virtually all stages of tide and wind. Due to frequent changes, mariners are advised to seek local knowledge before entering the inlet. The approach to the inlet is marked by a lighted whistle buoy. The buoys marking the inlet are not charted, because they are frequently shifted in position to mark the best water. There are three charted wrecks, all showing at low water, near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore. A high sand dune is east of the inlet.
Lockwoods Folly River is navigable from the ocean to the Intracoastal Waterway, at the head of the marshes inside the inlet, and thence to a fixed highway bridge at **Supply**, which is at the practical head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. In 2008, the controlling depth was 4.3 feet from the Intracoastal Waterway to Supply. The river channel is marked by daybeacons to a pier at **Varnumtown**, about 1.6 miles northward of the Intracoastal Waterway where gasoline and water can be obtained. The river is used by commercial shrimp boats to Varnumtown.
An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet. (See **110.170**, chapter 2, for limits and regulations.)
Shallotte Inlet, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River.** The river is navigable to the town of **Shallotte**, about 8 miles above the inlet. In 2008, the river from the Intracoastal Waterway to Shallotte was shoal to bare in several areas; extreme caution is advised. The mean range of tide is 4.6 feet near the inlet and about 3 feet at Shallotte.
Berthage, electricity, gasoline, water, ice, and wet and dry storage are available at the marina on the west bank of Shallotte River, about 0.6 mile above the Intracoastal Waterway. Hull and engine repairs can be made. The facility at Bowen Point is also described with the Intracoastal Waterway in Chapter 12.
Tubbs Inlet, 6 miles westward of Shallotte Inlet, is seldom used. It is unmarked and not recommended to strangers.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

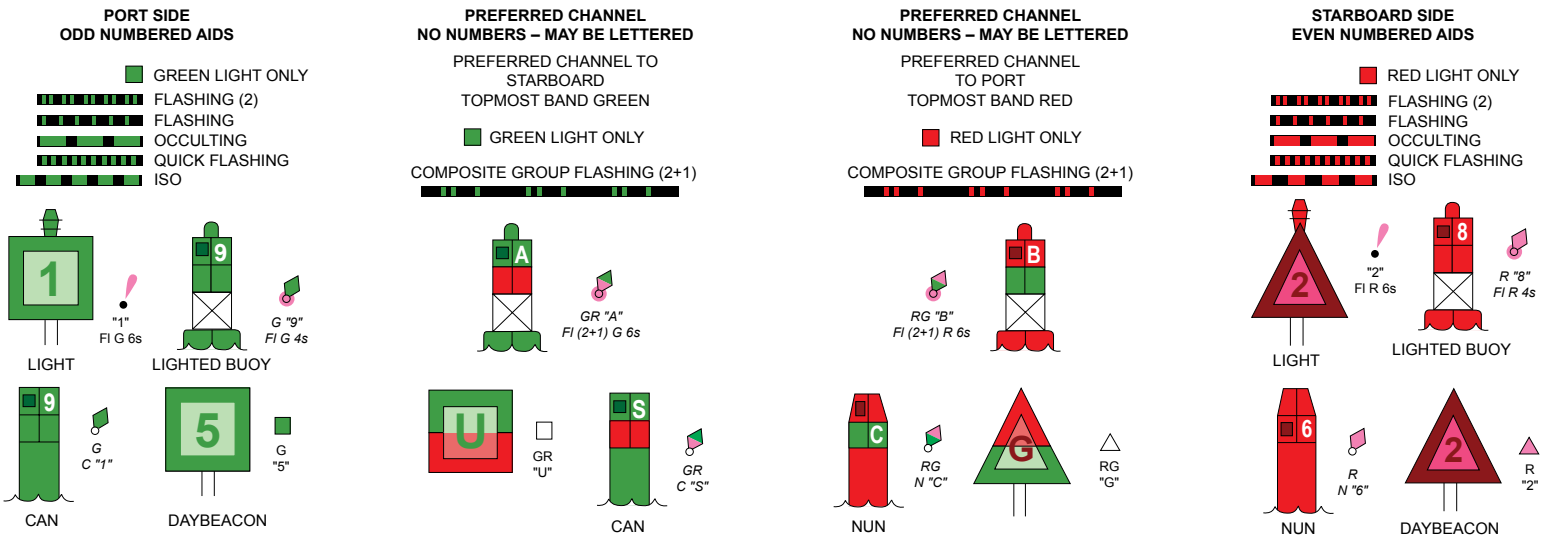


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1963 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.621" northward and 1.006" eastward to agree with this chart.

1 ½ 0 1

1000 0

SOUNDINGS IN FEET

11536

78°30' 25' 20'

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE B
PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Cape Fear River and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.

NOTE C
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to Cape Fear River, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
Entrance to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position.

NOAA WEATHE

The NOAA Wea
below provide conti
The reception ra
nautical miles from
as much as 100 na
high elevations.

Myrtle Beach, SC
Wilmington, NC

SUPPLEMEN

Consult U.S. C
supplemental infor

Limitations on t
aids to marine navi
U.S. Coast Guard
Geospatial-Intelligen
Radio direction-fi
broadcasting statio
should be used wit
Station positions
⊙(Accurate locatio

55'

Brantley Island

Long Pt

CHD PWR Cab

Holden Beach

Dunes

Breakers

COLREGS DEMARCATION LINE 80.530b (see note A)

S bk Sh

Gause Ldg

Marsh

Ocean Isle Beach

Seaside

TANK

Bldg

Sunset Beach

Shallotte Inlet (shifting bar) (see note)

RW "SH" Mo (A) WHIS

Tubbs Inlet (shifting bar) (see note)

COLREGS DEMARCATION LINE 80.530b (see note A)

Y "SB" Fl Y 4s Priv

NO-DISCHARGE ZONE (see note Z)

THREE NAUTICAL MILE LINE (see note X)

Obstns Fish Haven (auth min 20 ft)

N "A" Priv

Obstn Fish Haven (auth min 20 ft)

S Sh

33° 50'

LONG BAY

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

THE NATION'S CHARTMAKER SI

UNITED STATES - EAS

NORTH CAROL

APPROACHES TO CA

Formerly C&GS 1236, 1st Ed., June 192

SCALE 1:80,000

Nautical Miles 2 3 4 5 6 7

Yards 2000 4000 6000 8000 10000

15' 10' 05'

ER RADIO BROADCASTS

ather Radio stations listed
ntinuous weather broadcasts.
ange is typically 20 to 40
n the antenna site, but can be
nautical miles for stations at

KEC-95 162.400 MHz
KHB-31 162.550 MHz

ENTAL INFORMATION

Coast Pilot 4 for important
ormation.

CAUTION

h the use of radio signals as
vigation can be found in the
rd Light Lists and National
ence Agency Publication 117.
-finder bearings to commercial
tions are subject to error and
vith caution.
s are shown thus:
on) o(Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

Use chart 11534. The depths and channel markers are not shown hereon.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAPE FEAR RIVER

The project depth is 44-38 feet to Wilmington. For controlling depths see Chart 11537.

CAUTION

SUBMARINE PIPELINES

Charted submarine pipelin
cables and submarine pipelin
are shown as:

Pipeline Area

Additional uncharted subm
submarine cables may exist
this chart. Not all submarine
marine cables are required
those that were originally
become exposed. Mariners s
caution when operating ves
water comparable to their dr
pipelines and cables may
anchoring, dragging, or tra
Covered wells may be ma
unlighted buoys.

Marsh
Lockwoods Folly River
Geneses Pt
(use chart 11534)
Howells Pt
Pinner Pt
INTRACOASTAL WATERWAY (see note)
OVHD PWR CAB
Montgomery Slough
TANK
Airport
Marsh
Elizabeth R
Breakers
Lockwoods Folly Inlet
COLREGS DEMARCATION LINE 80.530b (see note A)
RW "LW" Mo (A) WHIS
(shifting bar) (see note)
NO-DISCHARGE ZONE (see note Z)
ANCHORAGE FOR EXPLOSIVES 110.170 (see note A)
Y C "AR425" Priv
Obstn Fish Haven (auth min 20 ft)
Obstns
Y "A" Fl Y 6s Priv
OAK ISLAND Fl (4) 10s 169ft
Western
Y C "AR430" Priv
Obstn Fish Haven (auth min 20 ft)
Y C "AR420" Priv
Wks
Y C "AR440" Priv
Y N "AR" Priv
Obstn Fish Haven (auth min 30 ft)
Dump Site (dredged material) (see note S)
Depths from surveys of 2004-2014
Jay Bird

Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

NATION'S CHARTMAKER SINCE 1807

) STATES - EAST COAST

ORTH CAROLINA

TO CAPE FEAR RIVER

ormerly C&GS 1236, 1st Ed., June 1926 C-1926-265 KAPP 211

POLLUTION REPORTS

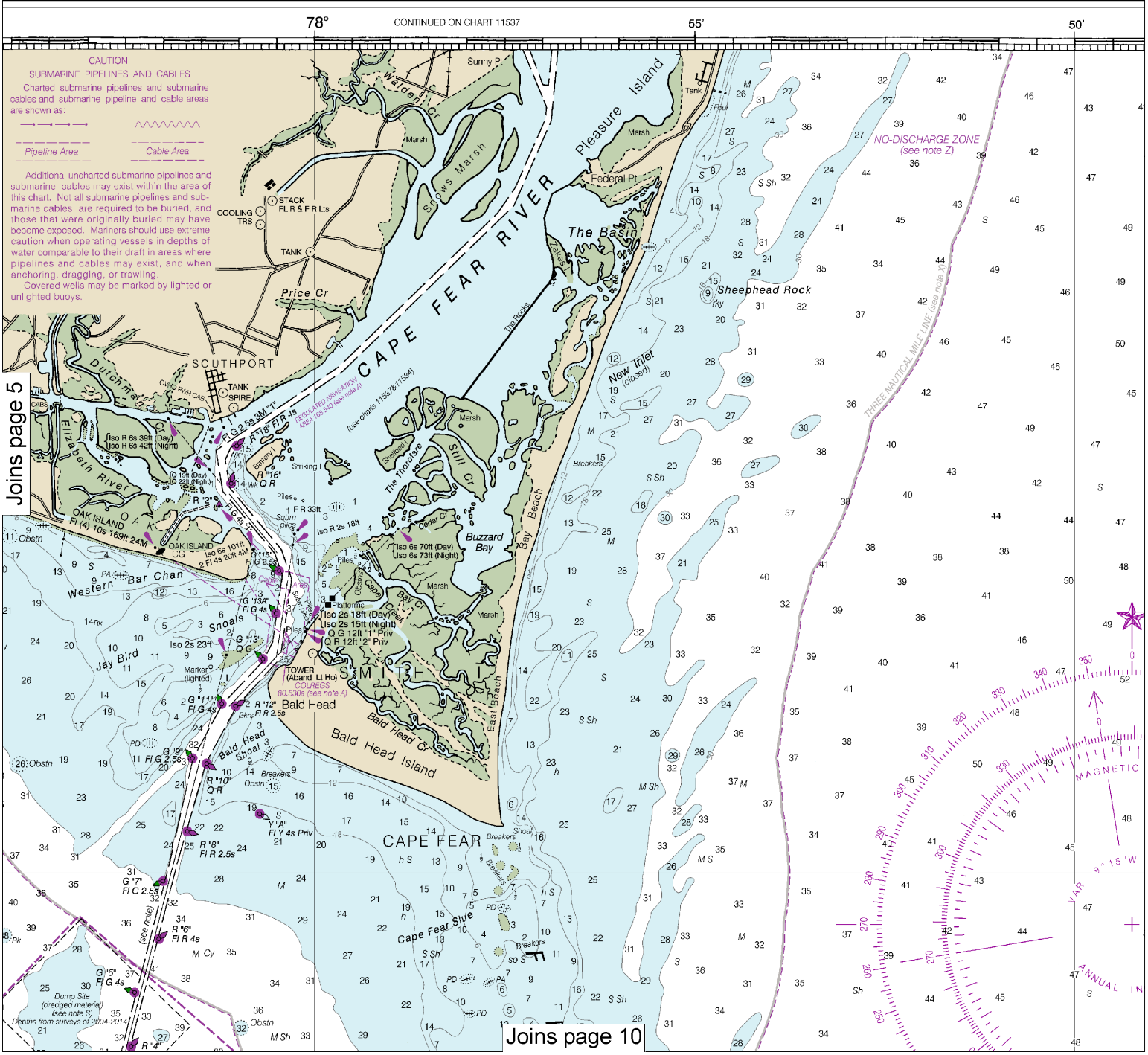
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Preside some Federal laws apply. The Three Nautical Mile Line, previousl outer limit of the territorial sea, is retained as it continues to depic limit of the other laws. The 9-nautical mile Natural Resource Boundar of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line e most cases the inner limit of Federal fisheries jurisdiction and the jurisdiction of the states. The 24-nautical mile Contiguous Zone ar mile Exclusive Economic Zone were established by President Unless fixed by treaty or the U.S. Supreme Court, these maritime to modification.



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

dential Proclamation.
usly identified as the
ict the jurisdictional
dary off the Gulf coast
e elsewhere remain in
he outer limit of the
and the 200-nautical
ntial Proclamation.
e limits are subject

Mercator Projection
Scale 1:80,000 at Lat. 33°43'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

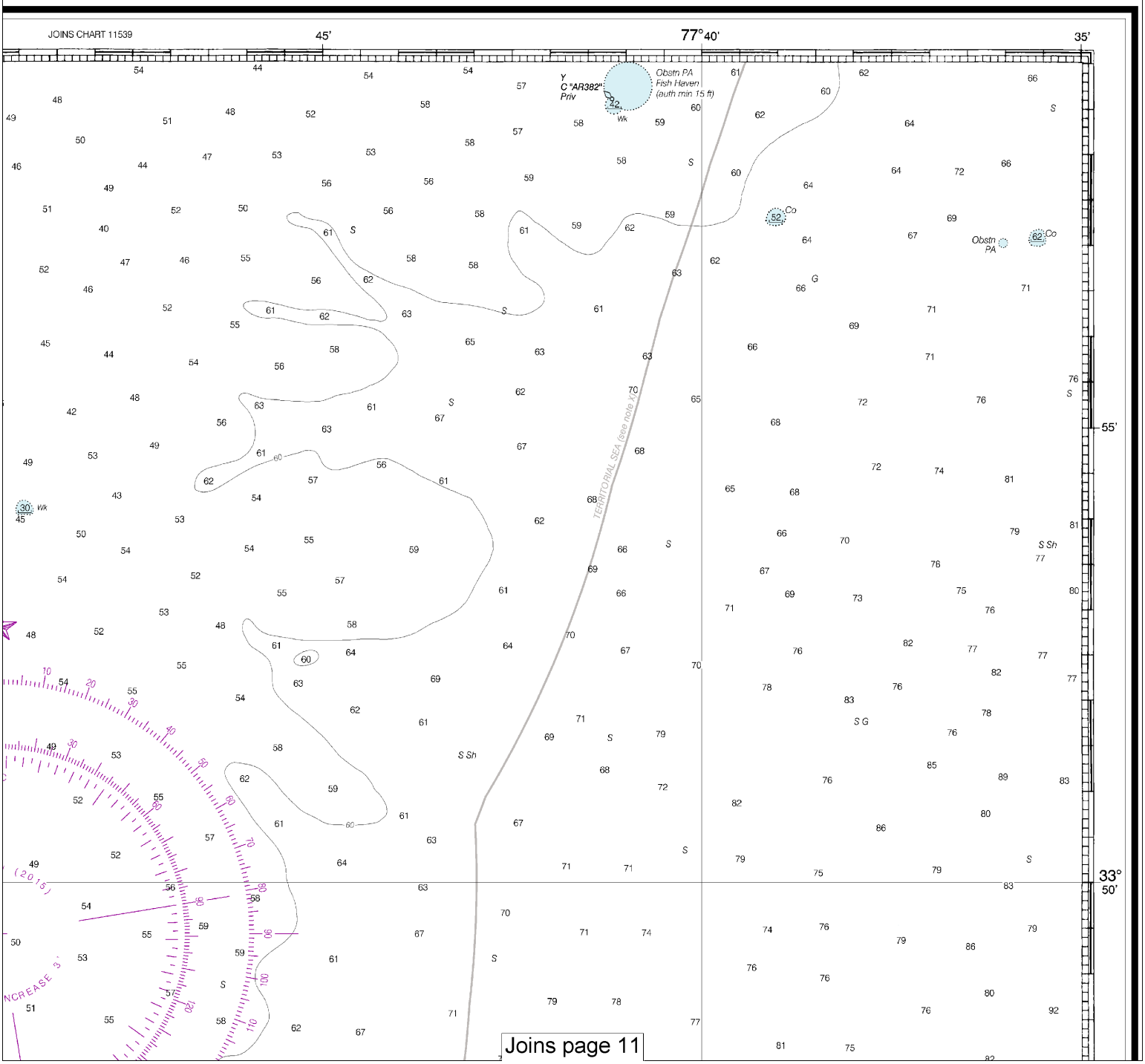
Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Fear	(33°51'N/77°56'W)	5.0	4.7	0.2
Southport	(33°55'N/78°01'W)	4.7	4.4	0.1
Lockwoods Folly Inlet	(33°55'N/78°14'W)	4.7	4.4	0.2
Shallotte Inlet (Bowen Pt.)	(33°55'N/78°22'W)	5.1	4.8	0.2

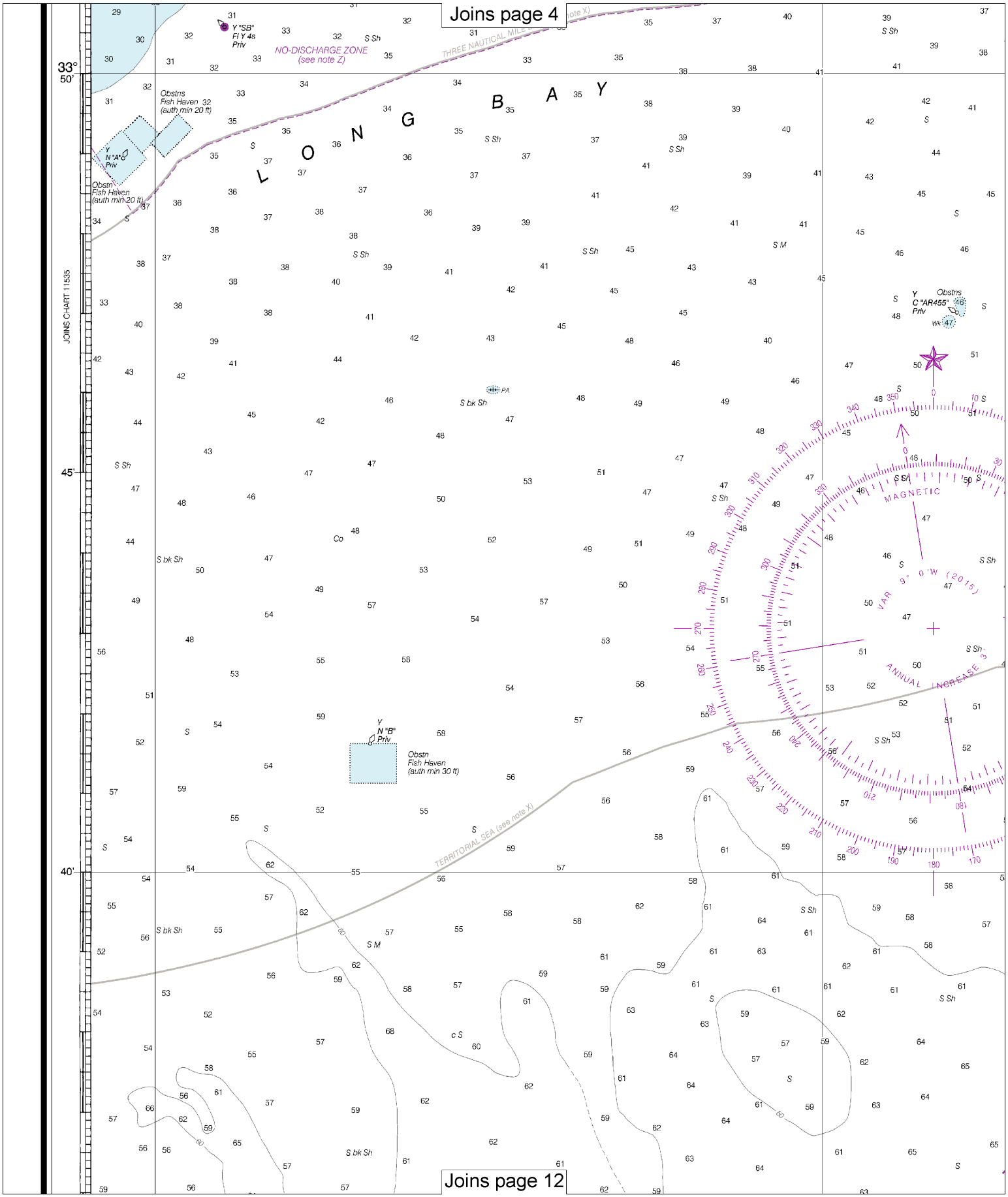
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2014)



Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 5/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

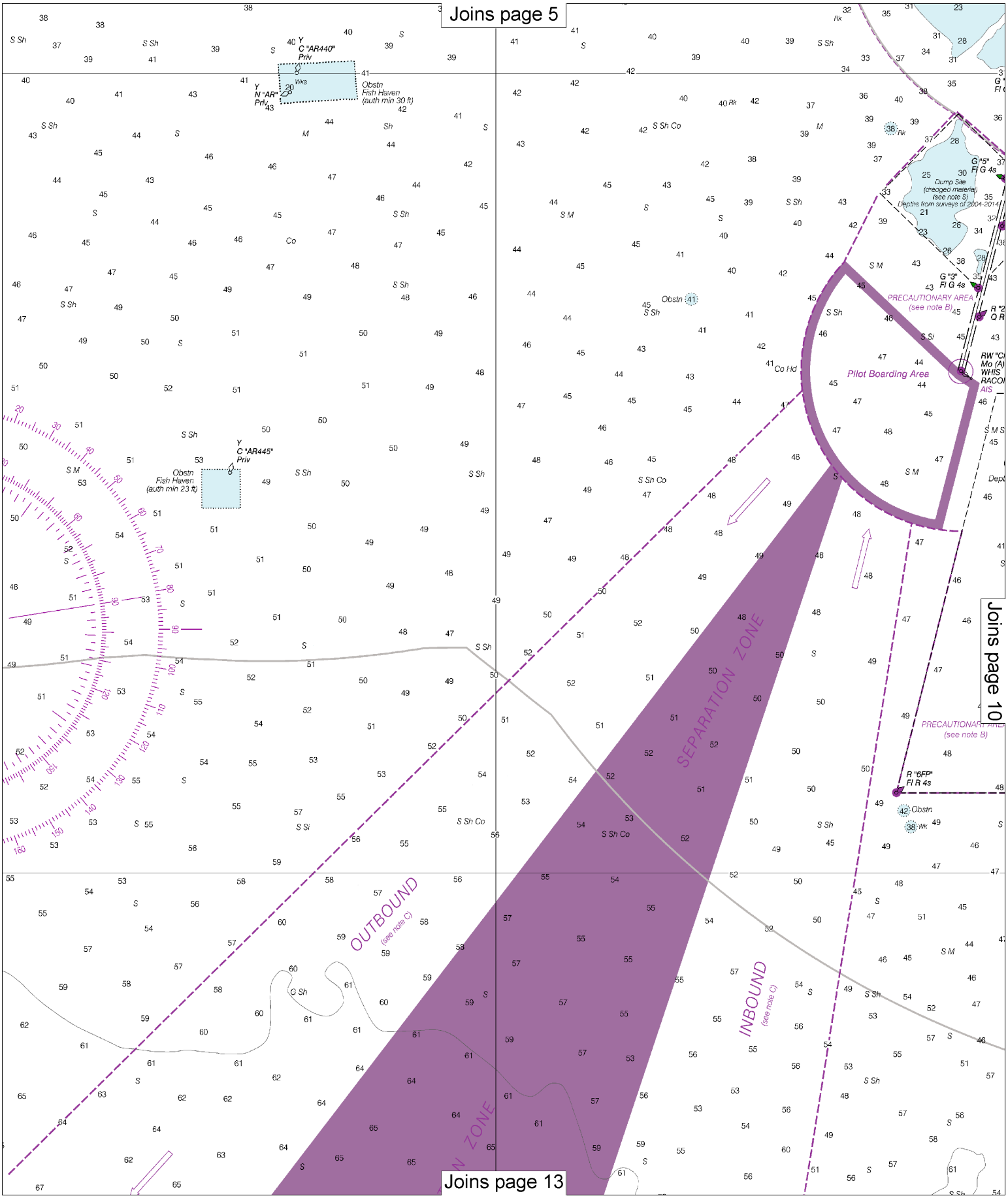
Nautical Miles

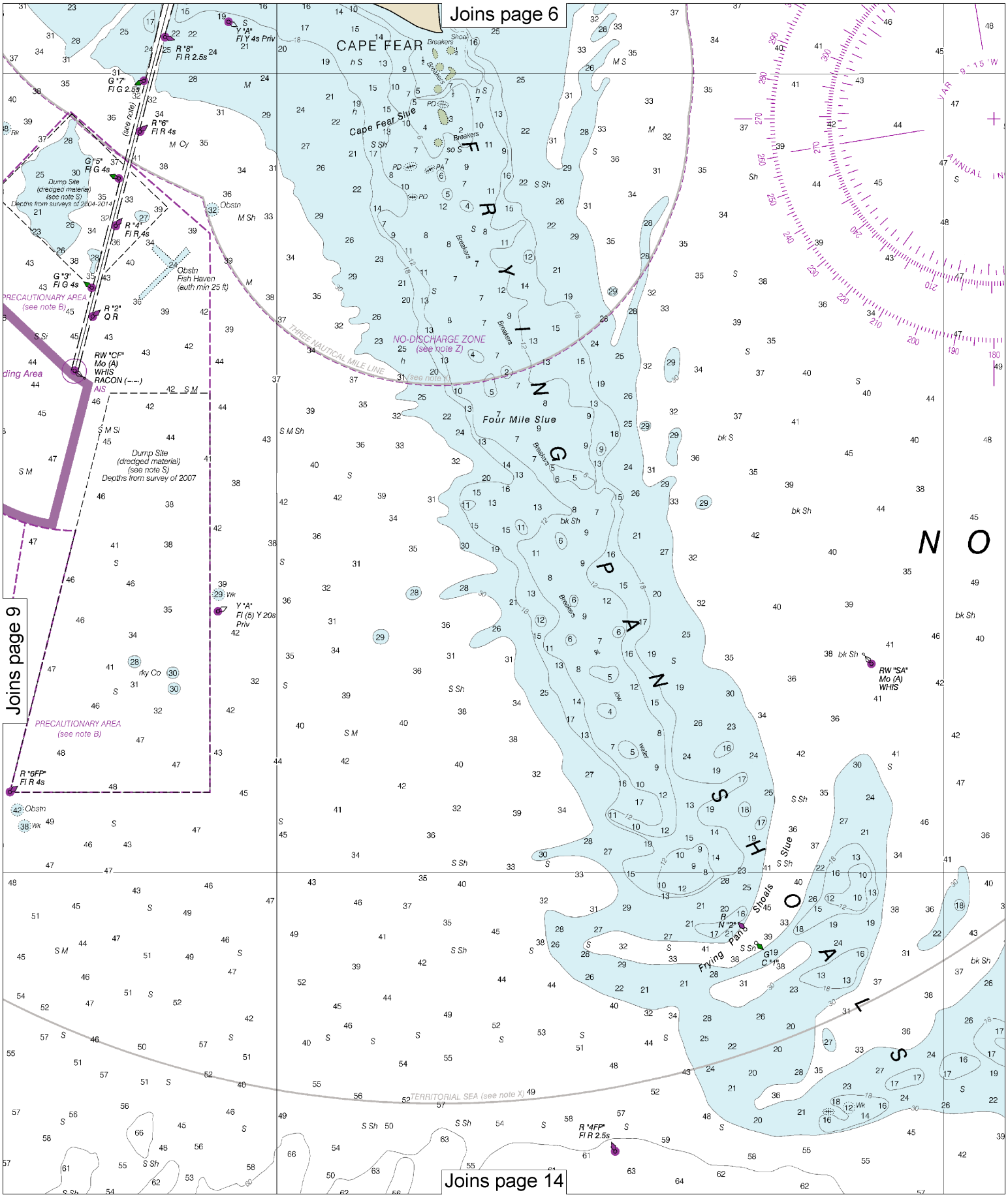
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
SEPARATION ZONE
OUTBOUND
(see note C)
INBOUND
(see note C)
Pilot Boarding Area
PRECAUTIONARY AREA
(see note B)
Obstn
Fish Haven
(auth min 30 ft)
Obstn
Fish Haven
(auth min 23 ft)
Dumo Site
(dredged material)
(see note S)
Depths from surveys of 2004-2014
R "6FP"
Fl R 4s
G "5"
Fl G 4s
G "3"
Fl G 4s
AIS



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

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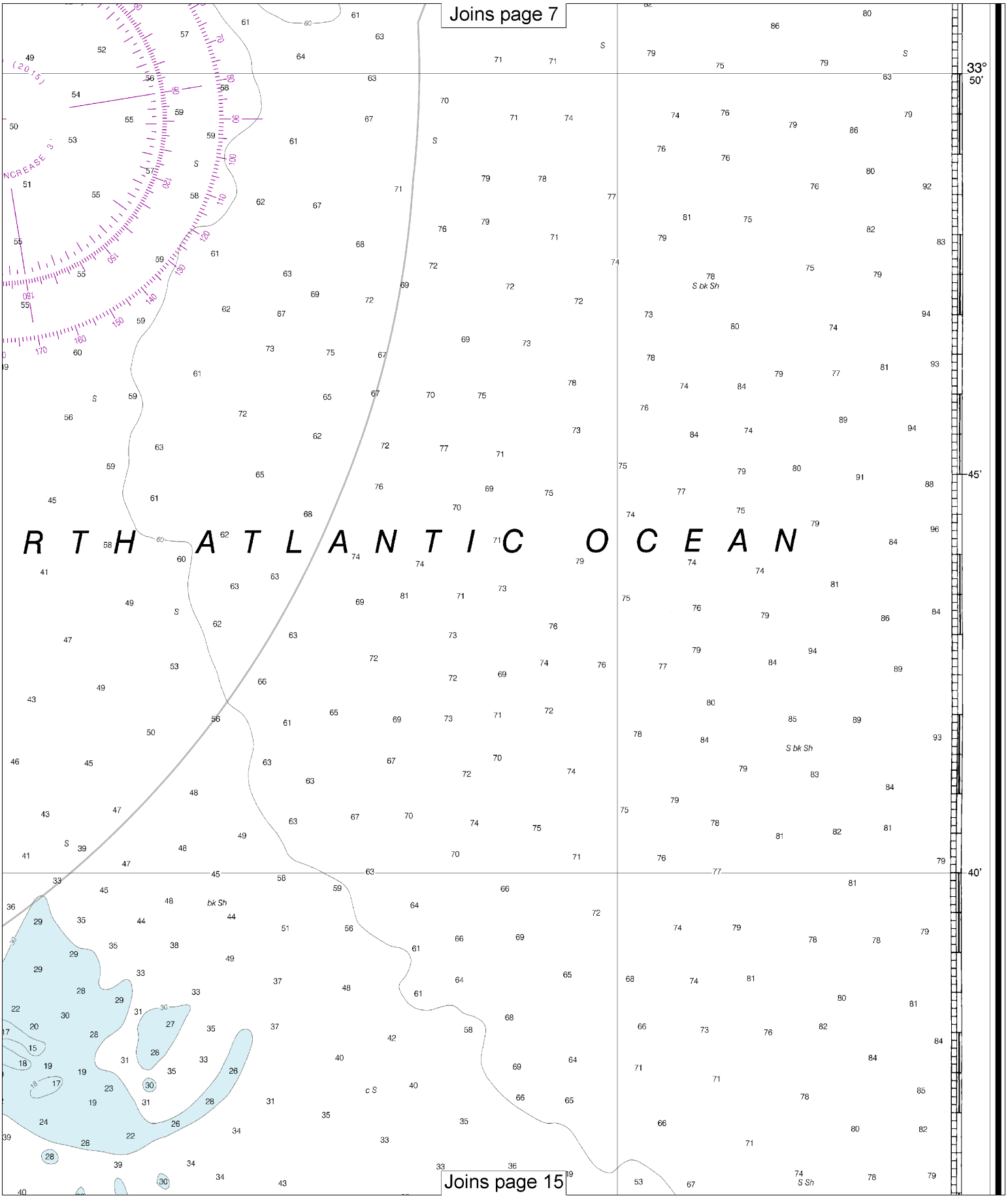
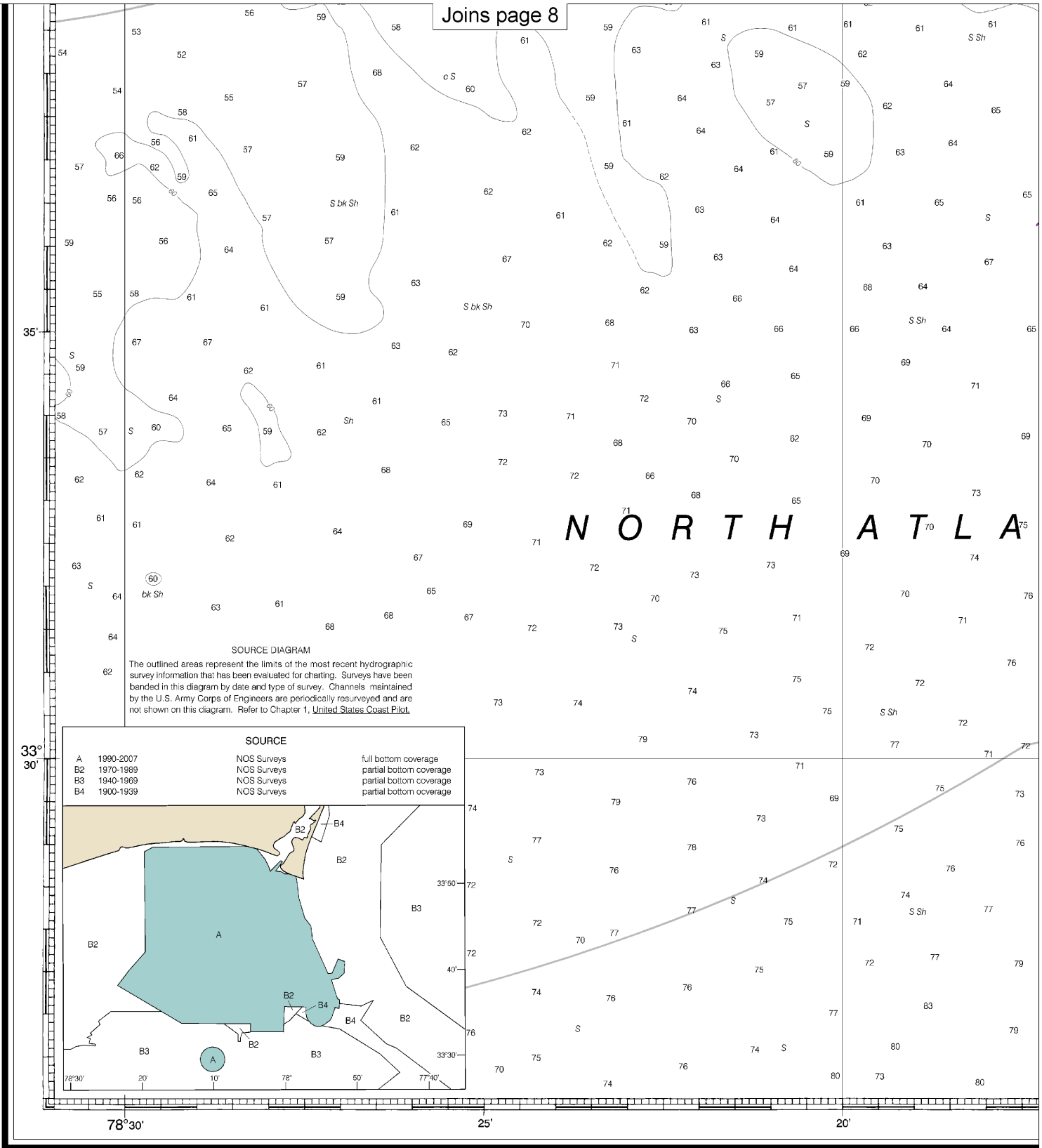
See Note on page 5.


Joins page 7
33° 50'
45'
40'
R T H A T L A N T I C O C E A N
S bk Sh
bk Sh
c S
S Sh
Joins page 15

Joins page 8



20th Ed., Jan. 2015
11536

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

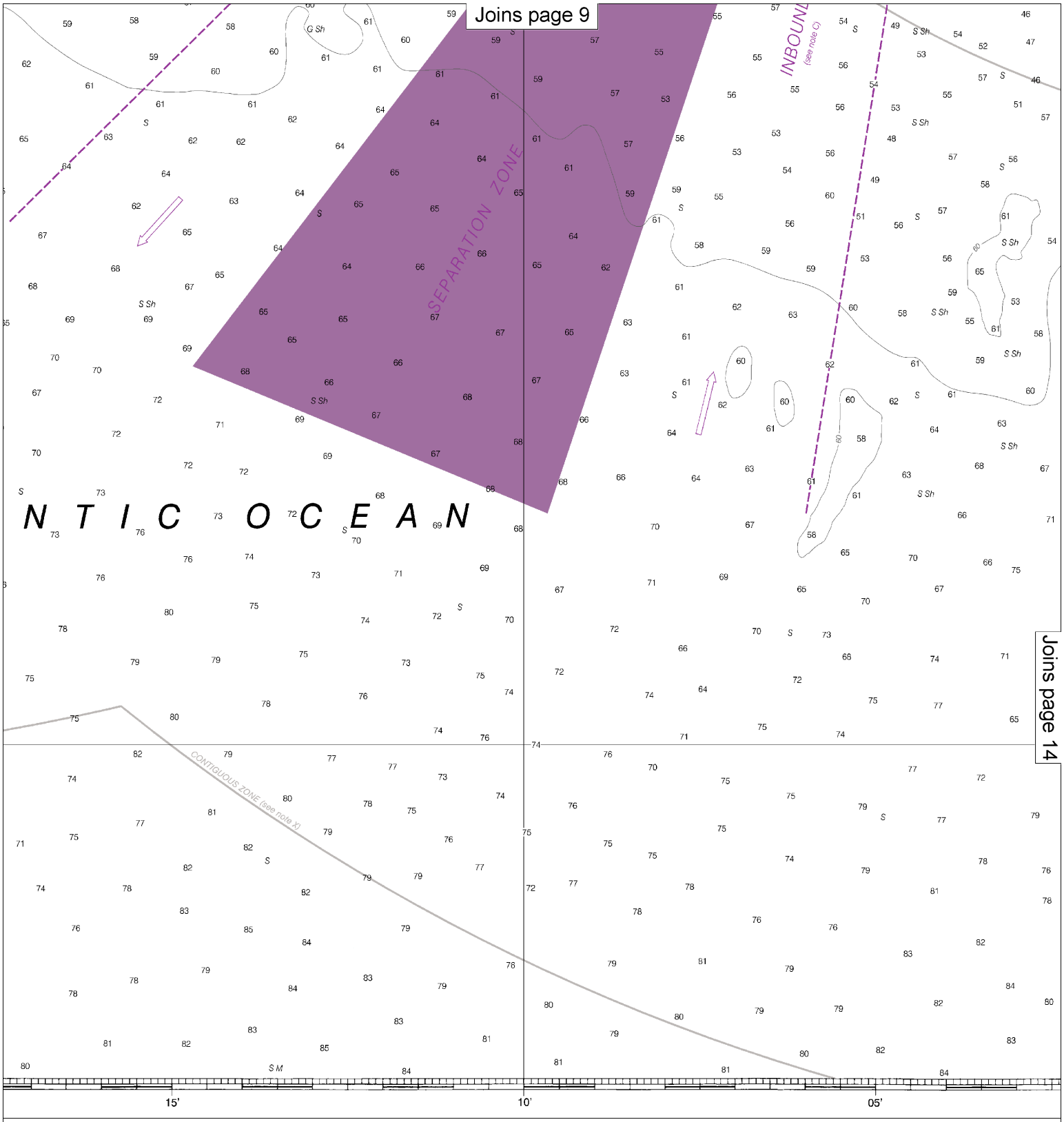
SCALE
Nautica
1 ½ 0 1 2
Ya
1000 0 2000 4000

Last Correction: 5/25/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000



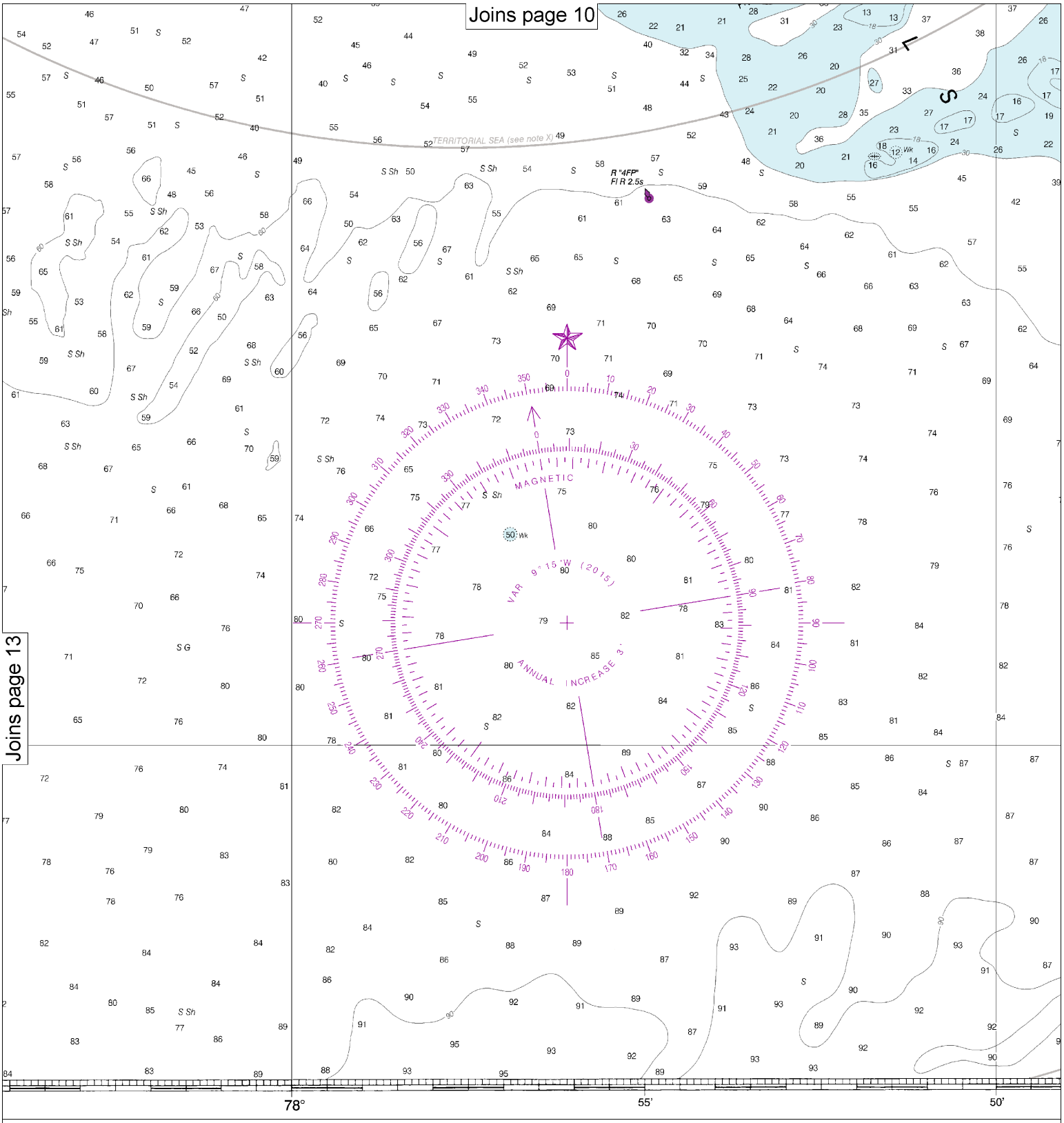
1:80,000

Nautical Miles

Yards

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Published at Washington, D.
U.S. DEPARTMENT OF COMM
NATIONAL OCEANIC AND ATMOSPHERIC A
NATIONAL OCEAN SERVIC
COAST SURVEY



ublished at Washington, D.C.
EPARTMENT OF COMMERCE
NIC AND ATMOSPHERIC ADMINISTRATION
ATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

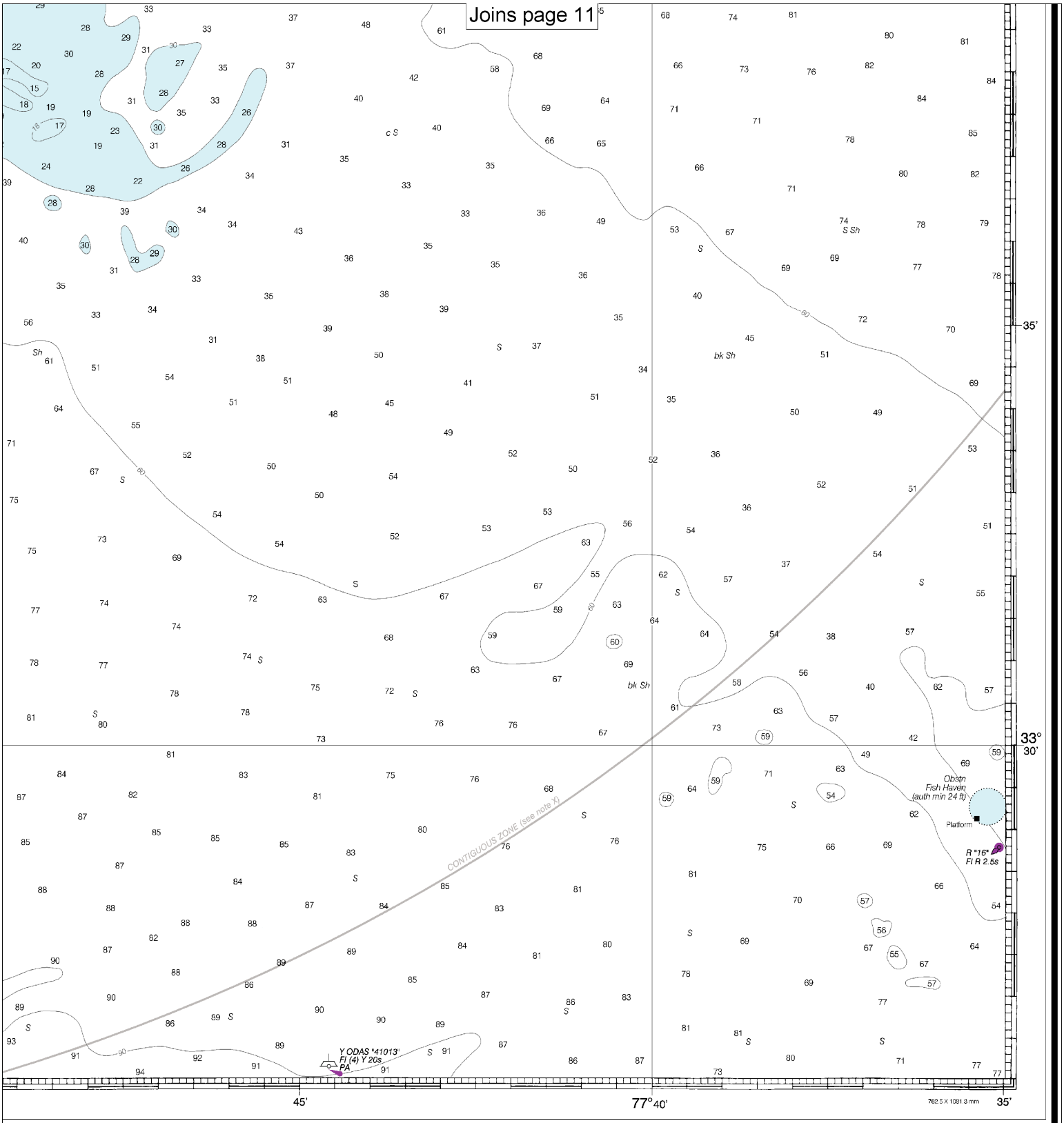
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FATHOMS | FEET | METERS

Approaches to Cape Fear River

SOUNDINGS IN FEET - SCALE 1:80,000

11536

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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NOAA's Office of Coast Survey The Nation's Chartmaker